

AC 4473 (2) SUNDERLAND

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A N N U A L R E P O R T

P R E S E N T E D T O T H E

P O R T H E A L T H A U T H O R I T Y

B Y

A . S T U A R T H E B B L E T H W A I T E ,
M . C . , M . B . , C h . B . , D . P . H .

Medical Officer of Health for the Port and Borough of Sunderland.

S U N D E R L A N D P O R T H E A L T H A U T H O R I T Y

C O M M I T T E E:

Alderman J. Cohen, J.P., Chairman.

The Right Worshipful the Mayor
(Councillor J. Ritson, J.P.)

Councillor Miss E.E. Blacklock, Vice-Chairman.

Alderman W.P. Chalk	Councillor W. Miller
" E.W. Ditchburn	" G. Potts
" W. Harvey	" J.A. Shaw
" G.B. Scott	" J.A. Smith
" F. Wilson, O.B.E., J.P.	" P. Spiers
Councillor C. F. Barrow	" A.H. Suddick, J.P.
" T.H. Blyth, B.Sc.	" R.T. Weston
" T.H. Cavanagh	" W. Wilson
" J.W. Foster	" D. Young,
" T.W. Hudson	" T. Young, J.P.
" J.N. Lisle	(vacancy)

OFFICERS.Clerk:

G.S. McIntire, B.A., LL.B., O.B.E.

Medical Officer of Health:

A. Stuart Hebblethwaite, M.C., M.B., Ch.B., D.P.H.

Deputy Port Medical Officer of Health:

W. Ferguson, M.B., Ch.B.

Port Health Inspector:

C.C. Pickering, Cert. R.S.I., M.F.I.

Assistant Inspector:

T. Richards, M.M., Cert. R.S.I.

Official Rat Catcher:

C.R. Hicks (Temporary)

B.M. Bell - resumed duties 3rd Dec. 1945.

Meetings:- Monthly, on the Wednesday in the second week preceding that in which the Council meets, at 3 p.m.

Offices of Medical Officer of Health)	Athenaeum Buildings, 27 Fawcett Street.
and)	
Port Sanitary Inspector)	

Office Telephone No.: Sunderland 56206.

S U N D E R L A N D
P O R T H E A L T H A U T H O R I T Y

A N N U A L R E P O R T
O F T H E
M E D I C A L O F F I C E R O F H E A L T H
F O R T H E
Y E A R E N D E D D E C E M B E R 3 1 s t 1 9 4 5

TO THE MAYOR, ALDERMEN AND COUNCILLORS OF THE COUNTY BOROUGH OF SUNDERLAND ACTING AS THE PORT HEALTH AUTHORITY OF THE PORT OF SUNDERLAND.

I hereby submit my Report of work performed in the Port during the year ended 31st December 1945, which includes:-

1. The prevention of the importation of infectious disease.
2. The prevention of the importation of rat plague.
3. The carrying out of the terms of the International Sanitary Convention 1926, particularly in regard to the granting of Deratisation and Deratisation Exemption certificates.
4. The supervision of the hygiene of crew and passenger accommodation in ships.
5. The inspection of imported food.
6. Various other duties such as smoke abatement and the supervision of the general sanitary condition of the Port Health district.

Figures taken from the River Wear Commissioners' "Return of Trade" of the Port 1945 show an increase upon 1944 of 118 vessels and a decrease of 1,575 register tons. The decrease of coasting trade is 107,182 register tons. The increase of European trade is 215,783 register tons. The decrease of beyond-Europe trade is 110,176 register tons. The exports of coal and coke for 1945 show an increase of 34,543 tons as compared with 1944. Imports show an increase in the following commodities - timber, props, grain, petroleum in bulk, and wood pulp. The tonnage of sundries exported was 236,304 tons, mainly composed of stores for the use of H.M. Forces.

Mr. E. Cooper, who had served the Port Health Authority for 40 years, retired at the end of January 1945. There has, since that time, been the following changes in the Port Health staff:-

- Dr. W. Ferguson - appointed Deputy Port Medical Officer.
 Mr. C.C. Pickering - " Chief Port Health Inspector.
 Mr. T.J. Richards - " Port Health Inspector.
 Mr. C.R. Hicks - temporary Rat Catcher relinquished post December, 1945.
 Mr. E.M. Bell - Rat Catcher, resumed duties December 1945 after service in Merchant Navy during War.

The Port Health Amendment Regulations 1945 came into operation on 1st December 1945 when the opportunity was taken to introduce certain amendments of the Port Sanitary Regulations 1933 which experience had shown to be desirable. The modifications made should be of assistance to Authorities in the important service which they administer.

From February 1945 it was thought advisable, owing to the incidence of infectious diseases on the Continent of Europe and the Mediterranean Area, and in compliance with the instructions contained in Circular 2642 Ministry of Health, 6th May 1942, that all vessels arriving from "foreign" should be met immediately on arrival by officers of the Port Health Authority.

103 vessels arrived from ports outside of the United Kingdom during the year and in 100 cases the master rendered a Declaration of Health upon request: 27 of these Declarations were rendered under Article 13 Port Sanitary Regulations 1933. Of these vessels 65 arrived outside of the normal working hours.

The danger of the spread of louse-borne typhus into this country from the continent was amply demonstrated by the precautions taken by the Ministry of Health who insisted upon the entire personnel of all Port Health staffs being equipped with anti-typhus protective clothing and supplying free of charge to each Port Health Authority a quantity of D.D.T. powder (A.L.63) and the necessary "blowers" for use on persons on shipboard who might be infested with lice.

On one occasion a vessel, having two sick persons on board, was ashore on Hendon beach and your Medical Officer was only able to board through the kind offices of the Royal Navy who placed a naval launch at his disposal and the two patients were treated on board.

The water boats carrying supplies of fresh water to vessels in the Docks and River have been regularly inspected and found to be maintained in a good sanitary condition. It was found that foul water was draining into the hydrant chambers situate at the Dock Water Quay. The attention of the River Wear Commissioners was drawn to this and the necessary work to obviate the occurrence has been completed.

The removal of refuse from vessels has proved a vexed question during the year. Arrangements made for the Sunderland Cleansing Department to collect it proved impracticable and the position at present is very unsatisfactory. The River Wear Commissioners have given permission to a private individual to collect galley refuse for pig feed, but he does not collect the empty food tins, often found lying on deck, and no provision has been made for collection should he be unable to collect through sickness or other reasons. Correspondence is at present taking place between the Port Health Authority and the River Wear Commissioners about this subject and it is to be hoped that a satisfactory solution will soon be found.

The fumigation of "Kapok" lifejackets infested with vermin has given rise to correspondence between this Department and the Board of Trade. It appears that the local Board of Trade Surveyor has declined to pass any lifejackets subject to H.C.N. fumigation as there may be a long term deterioration of the Kapok due to the action of the Cyanide.

Sample lifejackets submitted to (a) disinfection by means of subjecting them to steam disinfection; (b) spraying with Vermicine or other liquid disinfectant also proved unsatisfactory and it is therefore proposed that such lifejackets shall be powdered with powder containing at least 5% of D.D.T. Such arrangements will be made as soon as possible. It should also be borne in mind that "Kapok" life jackets are extremely difficult to clear of H.C.N. - in some cases retaining the gas for as long as four days in spite of airing.

Work under Articles 19. 21 (Deratisation of Ships) has resulted in the issue of 27 'Deratisation' and 57 'Exemption' certificates. a total of 84 certificates compared with 56 certificates issued last year.

A considerable amount of money is to be expended on altering and improving the facilities of the Port; this will undoubtedly assist in increasing the trade of the Port and thereby bring increased prosperity to the whole of the town of Sunderland.

It has now been definitely decided to move the Health Department from its central position to "Thornholme;" and I have, therefore,

recommended that the Port Health Department be moved to the Dock area. Negotiations are at present proceeding with a view to the Department being established on the Deep Water Quay, a site admirably situate for both Docks and River. This will facilitate the boarding of vessels by the officers of the Port Health Authority and also encourage co-operation of the various departments engaged in shipping with your Port Health staff.

The work of the Port Health Officers has been maintained at a very high standard of efficiency.

The Port Health Authority is represented upon the Port Welfare Committee, which is composed of representatives of the Ministry of Labour (Seamens Welfare Department), the Missions to Seamen, British Sailors Society, Seamens Union and various other Committees all having the welfare of all seamen as their special care.

I have already addressed the Sunderland Port Welfare Committee upon V.D. among Merchant Seamen; other subjects dealt with during the year being Safety of Quays and Loading Places in the Docks and River; Refuse Disposal from Vessels; Notification of injured or sick seamen in hospital, to the Missions to Seamen Padre, Roman Catholics or other clergy; and the arranging of bus trips to places of interest in Northumberland or Durham, for seamen, by the Port Hospitality Sub-Committee upon which the Port Health Authority is also represented.

I wish to record my thanks for the valuable assistance given by Commander G.F. Bradshaw, R.N., Senior Naval Officer in charge, Sunderland, H.M. Collector of Customs and his staff; also the officers of the River Wear Commissioners, Pilots, and Shipping Agents who have so willingly co-operated with the Port Health Authority.

A. STUART HEBBLETHWAITE,
Port Medical Officer of health.

Health Office,
Athenaeum Buildings,
27 Fawcett Street,
Sunderland,
March, 1946.

5.

T A B L E A.

From

1945

Annual Report

	Number of Arrivals	Tonnage	Number Inspected		Number Reported to be Defective	Number of Vessels in which defects were remedied	Number of vessels reported as having, or having had, during the voyage, infectious disease on board.
			by the Medical Officer of Health	by the Port Sanitary Inspector			
1945.							
FOREIGN - Steamers Motor Sailing Fishing	103 15 - -	211,812 17,729 - -	20 - - -	95 8 - -	35 2 - -	35 1 - -	2 - - -
Total Foreign	118	229,541	20	103	37	36	2
COASTWISE - Steamers Motor Sailing Fishing	1191 199 - -	921,902 69,083 - -	5 1 - -	1107 167 - 7	134 5 - .	123 5 - -	5 1 - -
Total Coastwise	1390	990,985	6	1281	139	128	6
Total Foreign and Coastwise	1508	1,220,526	26	1384	176	164	8

The following figures show the number of vessels of each nationality inspected:-

Belgian	...	...	...	...	...	6
Danish	...	...	...	...	...	11
Dutch	...	...	...	...	...	53
French	...	...	...	...	...	16
Greek	...	...	...	...	...	8
Norwegian	...	...	...	...	...	31
Panamarian	...	...	...	...	...	3
Polish	...	...	...	...	...	1
Swedish	...	...	...	...	...	13
U.S.A.	...	...	...	...	...	2
Iceland	...	...	...	...	...	1
German (Prize Vessels)	...	...	...	...	...	6
British	...	...	...	...	...	1233
Total						<u>1384</u>

II. CHARACTER OF PORT.

PASSENGER TRAFFIC DURING 1945.

The Port of Sunderland is not an accredited Aliens Port, therefore no passenger traffic exists. A small number of passengers from cargo vessels did, however, disembark during the year, most of whom consisted of members of H.M. Forces and they were all examined by the Port Medical Officers before being allowed to land.

THE PRINCIPAL TRADE OF THE PORT FOR 1945 WAS:-

IMPORTS.

Timber	8,923	loads.
Pit Props	14,283	"
Iron Ore	6,691	tons.
Grain	58,164	Qrs.
Wood Pulp	1,879	tons.
Petroleum in bulk	14,543	"
Sundries	15,314	"

EXPORTS.

Coal and Coke	2,143,359	tons.
Pitch	3,937	"
Machinery	15,817	"
Petroleum	13,692	"
Sundries	236,304	"

During the year 1945 the total number of vessels cleared from the Port was 1,639, an increase of 118 on that of the preceding year. Those engaged in the coasting trade numbered 1,457 and in the European trade 130, while 52 were trading beyond Europe. The register tonnage of the vessels amounted to 1,408,821 register tons, compared with 1,410,396 tons in 1944.

The particulars of these ships, as regards tonnage, are seen in the following table:-

Tonnage	1944	1945
Under 150 tons	249	327
150 - 250 "	159	167
250 - 350 "	51	98
350 - 500 "	217	172
500 - 750 "	194	239
750 - 1000 "	204	218
1000 and upwards	447	418
Totals	1521	1639

The above table shows, in comparison with 1944, an increase of 78 vessels under 150 tons; an increase of 8 vessels 150-250; an increase of 47 vessels of 250-350; a decrease of 45 vessels 350-500; an increase of 45 vessels 500-750; an increase of 14 vessels 750-1,000; and a decrease of 29 vessels of 1,000 tons and upwards.

(Taken from the River Wear Commissioners' "Return of the Trade of the Port of Sunderland for the year ending 31st December 1945," by the courtesy of Mr. A.H.J. Bown, Clerk to the Commission.)

III. SOURCE OF WATER SUPPLY.

The water for the Port and shipping is supplied by the Sunderland and South Shields Water Company. Vessels lying at the quays and wharves are supplied direct from the hydrants. Those vessels which are moored at buoys in the river and docks are supplied from the water boats which are 2 in number. These have been regularly inspected and found to be kept in a cleanly condition. One of the above-mentioned water boats serving the docks is built of wood and carries the water in specially constructed wooden tanks so arranged as to leave a space varying from 6 to 10 inches between the shell of the vessel and the tank, thus preventing contamination by bilge water or from other sources. The remaining boat, which serves the river area, is of a modern type, constructed of steel, and carries the water on the skin (i.e., the hull being the tank). This method of carrying water is more open to risk of contamination from outside sources than in the case of the wooden vessels, as, should any damage be done to the shell plating, the water in the boat would be contaminated by river water and sewage; this would be especially dangerous in the case of leaky rivets, contamination from which would probably take some time to discover. The rubber boots worn by the men whilst cleansing the interior of the boats serve a useful purpose in preventing unnecessary contamination of the water.

During the past year 8 samples from the water boats were submitted to the Municipal Bacteriologist; the results of the examinations are summarised in the following table:-

1945.

Source	Number of Samples.	Class 1.	Class 2.	Class 3.	Class 4.
Water Boats	8	4	4	-	-
Hydrants	-	-	-	-	-

Class 1. - A water containing no B.Coli in 100 cc. of water - Satisfactory.
Class 2. - B.Coli test positive in 100 cc.negative in 10 cc.-Doubtful.
Class 3. - B. Coli test positive in 10 cc.negative in 1 cc-Unsatisfactory.
Class 4. - B. Coli test positive in 1 cc. or less - Bad.

INSPECTOR'S MONTHLY REPORTS.

Date of Report 1945	Description of Ships.			Nationality		Trade Engaged in		Total Ships Examined	Sanitary Condition		Written Notices		Total Written & Verbal Notices.
	Steam	Motor	Sail	British	Foreign	Coast	Foreign		Good	Bad	Served	Verbal Notices	
31st January	76	5	-	69	12	71	10	81	72	9	1	8	9
28th February	82	6	-	82	6	78	10	88	78	10	1	9	10
24th March	87	12	-	76	23	86	13	99	82	17	2	15	17
25th April	86	13	-	86	13	87	12	99	93	6	2	4	6
30th May	95	22	-	96	21	101	16	117	99	18	1	17	18
27th June	103	17	-	105	15	108	12	120	110	10	2	8	10
25th July	112	27	-	123	16	120	19	139	118	21	6	15	21
29th August	90	16	-	96	10	87	19	106	95	11	-	11	11
26th September	100	23	-	108	15	107	16	123	113	10	1	9	10
24th October	123	13	-	127	9	115	21	136	119	17	2	15	17
23rd November	128	14	-	136	6	127	15	142	113	29	5	24	29
31st December	118	16	-	129	5	118	16	134	116	18	1	17	18
Totals in 1945	1200	184	-	1233	151	1205	179	1384	1208	176	24	152	176
Totals in 1944	1057	128	-	1037	148	1092	93	1185	1065	120	16	108	124

IV. PORT SANITARY REGULATIONS, 1933.

1. Arrangements for dealing with Declarations of Health.

Before pratique is granted, the Master of a foreign going vessel arriving from a foreign port must ascertain the state of health of all persons on board and sign a "Declaration of Health" in the prescribed form. When completed the Declaration is handed to the Customs Officer or Officer of the Port Health Authority, whoever is the first to board the vessel. Officers of the Port Health Authority when boarding vessels from foreign before the Customs, give an "All Clear" certificate which is delivered to the Customs Officer who subsequently boards the vessel.

Arrangements have been made whereby signed Declarations of Health which have been tendered to Customs Officers, are collected as soon as possible from the Waterguard offices by Port Health Inspectors who check them when visiting the respective ships. Declaration of Health forms are issued to Masters by Customs and Port Health Officers, also at the Custom House when outward bound vessels are clearing for foreign.

The number of Declarations of Health rendered to the Port Health Authority during 1945 was 100 compared with 19 for the preceding year, none of which reported infectious disease on board on arrival. It should, however, be borne in mind that 73 Declarations of Health were rendered upon request from Masters of vessels trading between the Elbe and Brest who normally would not have rendered such a Declaration.

2. Boarding of Vessels on Arrival.

Most of the vessels arriving from foreign were boarded immediately on arrival with the exception of 13 of which no notification of their intended arrival was received by the Port Health Authority. All vessels reporting sickness on board are boarded on arrival by the Port Medical Officer and Port Health Inspector. Coasting vessels are boarded as soon as practicable at their place of mooring, loading, or discharge by the Port Health Inspectors.

3. Notification to the Authority of Inward Vessels requiring special attention (wireless messages, land signal stations, information from pilots, customs officers, etc.)

The provision of the Port Sanitary Regulations of 1933 relating to wireless messages apply to the Port of Sunderland:-

The Master of any foreign going ship fitted with wireless transmitting apparatus, on approaching the Port of Sunderland from a foreign port, is accordingly required to send a wireless message to the Health Authority if any person on board has symptoms which may be indicative of infectious disease other than tuberculosis, or if there are any circumstances requiring the attention of the Port Medical Officer.

The Sunderland Port Health Authority have adopted "PORTELTH" as their telegraphic address.

Ships will be entitled to send to the Port Health Authority messages in the code laid down in the 1931 International Code of Signals.

The Radio Signals with which the Port Health Authority are concerned are given in volume II.

If agents desire that the required messages should be sent through them, the Medical Officer of Health should be satisfied that arrangements can be made for prompt transmission of such messages to his office, his residence, or the residences of the Port Health Inspectors as may be necessary, within the time limits prescribed by the Regulations.

Arrangements are also made for notification of the Port Health Authority by the Customs or Pilots of vessels requiring special attention on arrival in port.

One 17

4. Mooring stations designated under Article 10: (a) within the docks. (b) outside the docks.

In every district one or more mooring stations within the docks shall be established by the Health Authority with the concurrence of the Customs Officer and the Harbour Master, in such a situation as to enable a ship to be moored without coming into contact with other ships or with the shore.

The mooring stations established by this Authority, with the concurrence of the Collector of Customs and the Dock and Harbour Master, are: (a) for dock-bound vessels, the South tier buoys, East side, South Dock; (b) for river-bound vessels, the low tier buoys in the river.

5. Particulars of any standing exemptions from the provisions of Article 14.

Where a ship (whether a foreign going ship or not) arrives in a district from a foreign port and it appears to the Customs Officer, from answers to questions in a Declaration of Health or from answers to enquiries made by him, or otherwise -

- (a) that during the voyage (or where the voyage has lasted more than six weeks, during the last six weeks) there has been on the ship a death from illness suspected to be of an infectious nature or a case of such illness; or
- (b) that the ship has called at a port or seaboard included in the list referred to in Article II; or
- (c) that during the voyage (or, where the voyage has lasted more than six weeks, during the last six weeks) plague has occurred or been suspected amongst rats or mice on the ship, or sickness or death not attributable to poison or other measures for destruction has occurred amongst the rats or mice on the ship;

he shall direct that the ship shall be taken to and detained at a mooring station unless the medical officer or other officer of the Health Authority otherwise allows.

Arrangements have been made with the Collector of Customs for standing exemption from detention, under Article 14, in the following instances:-

- (a) Vessels arriving with minor infectious disease.
- (b) Vessels arriving from infected ports with clean Declaration of Health.
- (c) Vessels from infected ports with minor infectious disease on board.

Vessels under the above-mentioned headings are allowed to proceed to their normal place of mooring, loading or discharge under a modified form of pratique. The Medical Officer of Health notified of their arrival, and Article 16 put into operation.

6. Experience of working Article 16.

Where a ship arrives in a district from a foreign port, no person other than a pilot, a customs officer, an immigration officer or a person acting in the execution of the regulations shall, without the permission of the medical officer or other authorised officer of the health authority, board or leave the ship until it is free from control under these regulations, and the master shall take all steps necessary to secure compliance with the provision.

It has been necessary to warn masters of some vessels against leaving their vessels before pratique has been issued. That these warnings were needed is borne out by the fact that no further offence of this nature has occurred when those vessels have again arrived at this port.

7. What, if any, arrangements have been made for:-

(a) Premises and waiting rooms for medical examination.

No facilities exist at the premises to which it is proposed to remove the Health Department. As stated previously in this Report discussions have taken place with a view to removing the Port Health Department to premises situate on the Deep Water Quay where provision for waiting-rooms for medical examination would be incorporated.

(b) Cleansing and disinfection of ships, persons and clothing and other articles.

Disinfection of ships for the purpose of preventing the spread of infectious disease is carried out by the inspectorial staff. Persons, bedding, clothing and other articles are removed to the Borough Infectious Diseases Hospital for cleansing and disinfection where ample facilities exist. Where necessary, bathing arrangements could be carried out at the above mentioned premises.

(c) Premises for temporary accommodation of persons for whom such accommodation is required for the purpose of the Regulations.

Temporary accommodation of persons under the above named heading is available at the Borough Infectious Diseases Hospital.

→(d) Hospital accommodation available for plague, cholera, yellow fever, smallpox and other infectious diseases.

The accommodation available for plague, cholera, yellow fever and other infectious diseases, with the exception of smallpox, is at the Borough Infectious Diseases Hospital. Cases of smallpox are removed to the Sunderland and South Shields Joint Smallpox Hospital at Whiteleas.

(e) Ambulance transport.

Motor ambulances are available at any time during day or night for the purpose of removing infectious cases to hospital.

(f) Supervision of contacts.

Contacts are medically examined and kept under observation on board and if allowed to leave the vessel are supplied with prepaid reply postcards (P.S.3) for the purpose of notifying any change of address within 14 days of disembarkation. The names and destinations given by persons allowed to leave under Article 16 are forwarded to the Medical Officer of Health of such districts.

889. Arrangements for the bacteriological or pathological examinations of rats for plague or for other bacteriological or pathological examinations.

This examination is carried out by the Pathologist and Bacteriologist to the Corporation.

10. Arrangements for the diagnosis and treatment of venereal disease among sailors under international arrangements.

The Corporation Clinic for the diagnosis and treatment of venereal disease for the ports of Sunderland and Seaham Harbour is at the Royal Infirmary, Sunderland. Enquiries are made as to the existence of venereal disease on vessels, the facilities for treatment are pointed out and printed cards, conveying information on the dangers of venereal diseases, together with the times of clinics, are

distributed freely among seamen. Posters and handbills are also displayed at suitable positions in the Port area.

11. Arrangements for the interment of dead. (31)

Dead bodies brought into the Port by ship are examined on board by the Medical Officer of Health and then ordered to be removed to the mortuary to await the necessary inquest. If cause of death is of a non-infectious nature the onus of arranging for interment is upon the Master or Agent.

12. Other matters, if any, requiring or receiving attention.

None.

TABLE C.

Cases of Infectious Sickness landed from Vessels.

Disease	No. of cases during 1945		No. of vessels concerned.	Average for past 5 years
	Passengers	Crew		
Chicken Pox	-	-	-	-
Continued Fever...	-	-	-	-
Diphtheria.....	-	-	-	0.6
Dysentery.....	-	-	-	-
Erysipelas.....	-	-	-	-
Malaria.....	-	1	1	1.2
Measles.....	1	-	1	0.4
Pneumonia.....	-	-	-	0.4
Relapsing Fever...	-	-	-	-
Scarlet fever.....	-	-	-	0.4
Smallpox.....	-	-	-	-
Tuberculosis.....	-	1	1	0.8
Typhoid fever.....	-	-	-	-
Typhus fever.....	-	-	-	-
Totals	1	2	3	3.8

MALARIA.

"MAUSANG" S.S., from Alexandria - Glasgow.

Arrived 12th November and reported "all well." On the 20th November an Indian seaman was attended by a Shipping Federation doctor for a slight attack of malaria. The patient made a partial recovery but was again attended by a Shipping Federation doctor on the 7th December and on this occasion removed to E.M.S., Hospital, Cherry Knowle.

MEASLES.

"Empire Barrio" S.S., from Antwerp.

Arrived January 11th. On January 26th G. Stevenson, 4½ years old

son of the second engineer, who was living aboard with his parents, was visited by a general practitioner who diagnosed the case as Measles.

The patient was removed to the Hospital for Infectious Diseases and the infected quarters disinfected, the bedding being removed to shore premises for disinfection and later returned to the vessel.

TUBERCULOSIS.

"Empire Fancy". M.V., from Leith.

Arrived 2nd February and reported fourth engineer to be in need of medical attention. A private practitioner was thereupon called to the vessel and advised the removal of the patient to the General Hospital.

The infected quarters were disinfected and the bedding and effects removed ashore for the necessary disinfection.

TABLE D.

Cases of Infectious Sickness occurring on Vessels during the Voyage but disposed of prior to arrival.

Disease	No. of cases during 1945.		No. of vessels concerned.	Average for past 5 years.
	Passengers	Crew		
Chicken Pox.....	-	1	1	0.2
Continued fever..	-	-	-	-
Diphtheria.....	-	2	2	0.8
Dysentery.....	-	-	-	0.2
Erysipelas.....	-	-	-	-
Malaria.....	-	-	-	2.6
Measles.....	-	1	1	0.2
Mumps.....	-	1	1	0.2
Pneumonia.....	-	-	-	0.4
Relapsing fever..	-	-	-	-
Scarlet fever....	-	-	-	-
Smallpox.....	-	-	-	-
Tuberculosis.....	-	-	-	-
Typhoid fever....	-	-	-	0.2
Typhus fever.....	-	-	-	-
Totals	-	5	5	4.8

CHICKEN POX.

"STADION 2." S.S. from Antwerp.

Arrived 11th April. Did not fly any signal denoting from foreign and was reported to Port Health Authority by officers of Security Police and H.M. Customs. When boarded by officer of Port Health Authority, the master reported that a naval gunner had been removed to hospital at Antwerp suffering from Chicken Pox. The vessel sailed almost immediately and no disinfection was carried out.

DIPHTHERIA.

"FARRANDC." S.S., from London.

February 26th. Intimation was received from the Medical Officer of Health, Northfleet, Kent, that the Chief Engineer had been removed

from this vessel suffering from a very acute form of Diphtheria and that disinfection of the infected quarters had been carried out at Northfleet. The vessel was visited daily while in this port and no further cases developed.

"FORT SPOKANE." S.S., from Antwerp - London.

Arrived July 17th when the master reported that the assistant steward had been removed to hospital at London on the 2nd July, suffering from Diphtheria. The infected quarters and effects were disinfected in London. The vessel was visited daily while in this port and no further cases developed.

MEASLES.

"DALEWOOD" S.S., from Cherbourg - Tyne.

Arrived May 23rd when the master reported that an A.B., had been removed to hospital at Cherbourg on the 30th April suffering from Measles. Disinfection of the infected quarters was carried out at Cherbourg.

MUMPS.

"EMPIRE RANSOM" S.S., from London - Tyne.

Arrived April 16th when the master reported that the cook had been removed to hospital at the Tyne on the 12th April suffering from Mumps.

OTHER CASES OF SICKNESS, ETC., INVESTIGATED.

In addition to the cases of infectious diseases tabulated, 126 cases of non-infectious sickness etc., occurring during the voyage or upon arrival and during stay in port, were investigated by the Health Inspectors. These included 84 cases of non-infectious sickness, 28 cases of injuries, and 14 cases of venereal disease.

"EMPIRE ADEN" S.S., New vessel.

May 18th. Notification was received from the Port Medical Officer, Glasgow, that all Lascar members of crew were contacts of cases of Chicken-pox removed from Seamen's Hostel, Glasgow, the last two cases being removed on the 13th May. The vessel left this port before being boarded by Officer of Port Health Authority. By courtesy of the Admiralty a message was despatched to the master to be transmitted to him at Methil whither the ship was bound. The Medical Officer of Health, Fife County, in whose area Methil is situated, was also notified. The vessel, however, due to a defect in the main engine returned to this port about 10 p.m., and was immediately boarded by the Port Medical Officer who examined 53 Lascar members of the crew and found all well with the exception of one dock boy who was suffering from acute bronchitis. A certificate to this effect was signed by the Port Medical Officer and given to the master of the vessel. The dock boy was removed for treatment to the General Hospital.

"SPABECK" R.F.A., from London.

September 29th. A message was received from the Pilotage Authority that the above named vessel had despatched a signal stating that an injured seaman was to be landed that evening. The vessel arrived off the port at 6-30 p.m. The Pilotage Authorities very kindly placed their cutter at the disposal of the Port Health Authority and the vessel was boarded about 7 p.m., by Officers of the Port Health Authority who found that the injured man was suffering from a dislocation of the left shoulder. The Officers of the Port Health Authority were accompanied by two members of the Royal Naval Sick-bay personnel who rendered first aid. The patient was then brought ashore and removed by ambulance, which was waiting, to the Cherry Knowle Emergency hospital. High tide occurred during these proceedings and there is no doubt that the Sunderland Pilots were

gravely handicapped by the absence of their cutter which was not available for the work of boarding or disembarking pilots upon vessels entering or leaving the harbour. I feel that a great measure of thanks is due to the Sunderland pilots, especially when it is borne in mind that a similar occurrence took place last year, and their unselfish gesture is greatly appreciated.

VENEREAL DISEASES.

Number of Seamen treated at the V.D. Clinic
during 1945.

British	Total	Foreign	Total
Syphilis.....	11	Syphilis.....	17
Soft Chancre.....	1	Soft Chancre.....	-
Syphilis and Gonorrhoea...	2	Syphilis and Gonorrhoea..	1
Gonorrhoea.....	49	Gonorrhoea.....	7
Not Venereal Disease.....	44	Not Venereal Disease.....	6
Total	107	Total	31

PARROTS (PROHIBITION OF IMPORT) REGULATIONS, 1930.

No parrots came under observation during the past year.

DANGEROUS DRUGS (No. 3) REGULATIONS, 1923.

No applications for certificates to procure drugs under the provisions of the above named Regulations were granted during the past year.

V. MEASURES AGAINST RODENTS.

329 vessels have been searched for rats and their Deratization Certificates examined during the past year, compared with 186 for the corresponding period of 1944. Rat destruction was carried out on board of 60 vessels as against 36 vessels in 1944, resulting in the destruction of 950 rats compared with 610 for the preceding year.

1433 rats were destroyed, principally by trapping, at warehouses and wharves on the river and docks, compared with 1834 for 1944, making a total of 2383 for 1945 as compared with 2444 for the previous year.

In addition, 6025 poison baits, compared with 4199 for the preceding year, were laid at various points where trapping was considered futile, the result of which cannot be properly estimated. No rats have been submitted for bacteriological examination during the past year.

The total number of visits paid to vessels and premises during 1945 for the purpose of rat destruction was 3111, as compared with 3100 for 1944.

1. STEPS TAKEN FOR THE DETECTION OF RODENT PLAGUE.

(a) In ships in Port. - On all vessels, whether in possession of a valid certificate or not, enquiries are made as to the prevalence and mortality of rats on board and systematic inspection is carried out by the Authority's Rat Catcher on all vessels arriving directly or otherwise from infected ports; also on vessels engaged in carrying grain and general cargoes. If there is the slightest evidence of rats on board, traps are set or poison baits laid. Specimen rats recovered from these vessels are submitted for bacteriological examination. In addition, there is an understanding with the stevedores to report any dead rats found during discharge of cargo.

(b) Similar measures are adopted when dealing with quays, wharves, warehouses, etc., in the port area.

2. MEASURES TAKEN TO PREVENT THE PASSAGE OF RATS BETWEEN SHIPS AND THE SHORE.

All vessels from infected or suspected ports and all vessels carrying grain cargoes are required to place efficient rat guards on all mooring ropes. Where the supply of rat guards is insufficient, the mooring ropes are to be covered daily with fresh tar for a distance of three feet from the edge of the quay outwards. Cargoes used for the purpose of discharging cargo to be withdrawn when the vessel is not working.

3. METHODS OF DERATISATION.

(A) SHIPS.

1. Fumigation by Sulphur Dioxide gas which is generated by burning sulphur, 3 lbs. of sulphur to each 1,000 cubic feet of space, minimum time of exposure 8 hours.

2. Hydrogen Cyanide which is generated by the vaporisation of liquid Hydrogen Cyanide:- 2 ozs. per 1,000 cubic feet for cargo spaces and storerooms; 1 oz. per 1,000 cubic feet for living quarters and other places not used for stores or cargo. Minimum time of exposure 2 hours.

3. Trapping and laying of poison baits.

(B) PREMISES IN THE VICINITY OF DOCKS AND QUAYS.

Trapping and the laying of poison baits are the only methods used.

4. MEASURES TAKEN FOR THE DETECTION OF RAT PREVALENCE IN SHIPS AND ON SHORE.

Enquiries are made on all vessels from members of the crew, stevedores and workmen, and where necessary a systematic search for excreta, nests, gnawings, runs or damage to cargo or stores is made by the Authority's Rat Catcher under the supervision of an Inspector.

Vessels discharging cargoes are visited daily for the purpose of ascertaining whether there are any dead rats or if it is necessary to set traps. All premises in the port area are frequently and systematically searched for evidence of rat infestation by the Authority's Rat Catcher and where rat infestation exists trapping and poisoning is carried out. Large areas in the docks, which were closed during the war years, are to be again used for the storage of timber; these areas will be subject to a systematic inspection for rat prevalence, and, where necessary, poison baits will be laid.

5. RATPROOFING.

(A) TO WHAT EXTENT ARE DOCKS, WHARVES, &c., RATPROOF?

The rat proofing of docks and wharves still presents a difficult problem, the old wooden wharves and quays still offer considerable harbourage to rats. With regard to the stacking of timber and pit props the importers have been asked to raise the bases of the stacks but this has been done only in a few instances where stacking has commenced even although there is plenty of ground space available.

It is regretted that this lack of co-operation will in all probability result in an increase in the rat population on the docks.

(B) ACTION TAKEN TO EXTEND RATPROOFING.

1. In ships:- When vessels are examined for the purpose of issuing Deratification and Deratisation Exemption certificates any harbourages, runs, gnawings, defective bulkheads giving access to stores, etc., are brought to the notice of the master or owner and practical suggestions made for remedying same.

The infestation of the "Collier" type of vessel with rats during the war years has been very marked. During 1945, 23 vessels of this type reported the presence of rats on board. Fumigation was carried out on board of 7 of these vessels and trapping and poisoning

on board of 16 resulting in the destruction of 130 rats.

2. On shore:- A good look-out is kept on all wharves and warehouses for defects and accumulations likely to cause harbourage for rats and when found the matter is taken up with the owner or tenant and instructions given to remedy the defects and remove accumulations.

Hatproofing at the principal warehouses on the docks and river has been maintained in a satisfactory condition.

RATS DESTROYED DURING 1945.

Table E.

(1) On Vessels.

[illegible]

Table F.

(2) In Docks, Quays, Wharves and Warehouses.

[illegible]

T A B I E G.

Measures of Rat Destruction on Plague "infected" or "suspected" Vessels or Vessels from

Plague infected ports arriving in the Port during the year.

1.	2.	3.	4.	5.	6.	7.	8.
Total number of such Vessels Arriving	Number of such Vessels Fumigated by S.O.2	Number of Rats Killed	Number of such Vessels Fumigated by H.O.N.	Number of Rats Killed	Number of such Vessels on which Trapping, Poisoning, etc. were Employed	Number of Rats Killed	Number of such Vessels on which Measures of Rat Destruction were not carried out
111	-	-	3	92	5	70	3

- Including Vessels known to have sailed at Infected Ports during the Voyage.

T A B L E H. #

"Deratisation" Certificates and Deratisation "Exemption" Certificates issued during the year.

Not Tonnage	No. of Ships	No. of Deratisation Certificates Issued			No. of Deratisation Exemption Certificates Issued.	Total Certificates Issued
		After Fumigation with		After Trapping, Poisoning, Etc.		
		H.C.N.	Sulphur	H.C.N. & Sulphur	TOTAL	
1.	2.	3.	4.	5.	6.	7.
						8.
						9.
Ships up to 300 Tons	9	3	Nil	Nil	3	6
" from 300 Tons to 1,000 Tons	15	6	-	-	6	9
" " 1001 " 3,000 "	32	12	-	-	12	20
" " 3001 " 10,000 "	28	5	1	-	6	22
" over 10,000 Tons	-	-	-	-	-	-
TOTALS	84	26	1	Nil	27	57
						84

Applicable only to those ports approved by the Ministry of Health for the issue of Deratisation Certificate and Deratisation Exemption Certificates in accordance with the provisions of Article 28 of the International Sanitary Convention, 1926. (Form Port III)

VI. HYGIENE OF CREWS' SPACES.

Table J.

Classification of Nuisances.

Nationality of Vessel	Number inspected during 1945	Defects of Original Construction	Structural defects through wear and tear	Dirt, Vermin and other conditions prejudicial to health
British ...	1233	-	331	431
Other Nations	151	-	32	61

The above table is a classification of the nuisances and defects found to exist on board the 1,384 vessels inspected during the past year. Of this number 176 or 12.7% were found to have one or more nuisances or sanitary defects, composed for the most part of dirty or verminous quarters, foul w.c's, bilges, peak and ballast tanks, defective port lights, defective stoves and fittings, leaky decks, defective w.c's, doors, etc. With the exception of 12 vessels which left the port before the necessary work was completed, all the nuisances and defects were remedied. On the 1,384 vessels inspected there were 28,118 men living, being an average of 20.31 men per vessel.

The number of vessels constructed in the port during the war years has reached a new high level and it is pleasing to record that the majority of these ships are of a high class shelter deck type of cargo vessel with a carrying capacity of 3,000 to 10,000 tons. The crews' quarters are situate in the after end of the shelter deck and are divided into two and in a small number of cases, three-berth cabins which are fitted with metal bedsteads (the uprights of same being sealed at each end which makes them vermin proof) and wardrobes for clean clothing. Other provisions are separate messrooms fitted with adequate food lockers, washrooms containing showers and lavatory basins with efficient drainage and in a number of cases a hot and cold water service, lockers for dirty clothing are constructed in the alleyways.

Earthenware or enamelled lined w.c. basins with anti V.D. seats and ample flushing arrangements are provided in steel houses on deck which are adequately lighted and ventilated. The majority of these vessels were provided with central heating for both officers and men and in several instances drying rooms were provided for the crew.

In the smaller type of new vessel, principally engaged in the home trade, it is gratifying to note a considerable improvement.

Considering the amount of available space on this class of ship it has still been possible to provide separate messrooms, washrooms, improved sanitary accommodation and living quarters which are so constructed as to keep down infestation.

SANITARY ACCOMMODATION AT THE PORT.

The sanitary accommodation at the river berths is sufficient. The provision of additional accommodation on the East side of Hudson Dock has eased the situation considerably, but no doubt as the stacking of timber and pit props proceeds nuisances will re-occur.

VII. FOOD INSPECTION.

The Public Health (Imported Foods) Regulations 1937, and The Public Health (Imported Milk) Regulations 1926, The Public Health (Preservatives, &c., in Food) Regulations 1925 to 1940, and The "Condensed Milk" Regulations 1923-1943.

In accordance with the powers contained in these Regulations relating to the inspection of foods arriving from foreign and home ports,

the provisions have been carried out in so far as they concern the Public Health(Imported Food)Regulations 1937. With regard to the Public Health(Imported Milk)Regulations 1926 and the Public Health (Preservatives etc., in Food)Regulations 1925 to 1940, it has not been found necessary to take any action. Samples are regularly taken by the Examining Officer of Customs in compliance with the above named regulations.

53 visits have been paid to ships, wharves and warehouses on the river and at the docks for the purpose of inspecting consignments of foodstuffs. Approximately 80 tons of flour(in bags)were found to be damaged by water in one cargo. This amount, together with the foodstuffs(ships stores)found to be unfit for human consumption, and listed below, were turned over to the Ministry of Food for salvage:-

18 bags of flour.	20 lbs. pickled beef and pork.
600 lbs of beef.	530 lbs. pork.
1 case of tinned peaches.	164 lbs. mutton.
4 sacks of mixed beans.	20 lbs. offal.
7 tins of biscuits.	4 cases tinned herrings.
4 boxes of dried potatoes.	1 case split peas.
14 lbs of margarine.	7 cases biscuits.
19 cts. mixed pickle.	7 bags potatoes.
1 box currants.	1 bag oatmeal.
	2 boxes prunos.

Approximately 110 landings of fish were made at the Fish Quay during 1945. All of these were from "cobles" or small motor vessels: unfortunately, no trawlers now use this port as the locally owned trawlers have not returned from war service. All the fish landed was of good quality.

SHELL FISH.

The Public Health(Shell Fish)Regulations 1934 came into operation on January 1st 1935. The Regulations refer to the gathering and selling for human consumption of shell fish which may be infected.

There are no Layings, private or public, within the jurisdiction of this Authority. Indiscriminate gathering of shell fish from quay walls, piers and rocks still continues, presumably for the purpose of bait. There is no control over the gatherers and possibly some of the shell fish is consumed. When it is realised that the river contains the effluent of crude untreated sewage, it must be obvious that such shell fish is polluted and dangerous for human consumption.
